President Wilson and Chairmer Newlands and Adamson discussed the reluctance of the roads to accept the Wilson plan until they feel certain out that no definite promises along this Interstate Commerce Commission is a judicial body whose duty it is to consider whether a petition for an in-

crease is justified and what increase shall be adequate. The President told the chairmen that it was his intention to have his proposed examining commission determine these two questions for the guidance of the Interstate Compress Commission.

Mr. Holden, R. S. Lovett, chairman of the Union Pacific, and Daniel Willard, president of the Baltimore & Ohio, had impressed these matters upon the President at last night's conference in the White House. They presented to him additional estimates of the cost that his scheme means to the roads. They asked for details of his proposal effecting the commission that will examine the whole subject.

The President told them, as he told

The President told them, as he told Senator Newlands and Representative Adamson, that the object of his commission was to get facts, not conjectures; to find out whether the cost would be \$27,000,000, as the unions gay, or \$100,000,000, as the roads say, and therefore that he wanted the eighthour plan tried.

On this point Elisha Lee, chairman the conference committee of man-

of the matter. There has been no change in our original estimate that to grant the demands would add \$100,000,000 a year to operating expenses. On the contrary subsequent investigations have confirmed the substantial accuracy of that estimate.

"The estimate of the managers was reached by a careful study of the actual running time of trains and the hours made during given periods of time. Confusion may have arisen from the fact that we have estimated that it would cost more than \$50,000,000 a year to make the concessions which President Wilson has proposed that we make. The difference between the estimates is due, of course, to the fact that the President has proposed that we immediately grant only part of the demands and that consideration of the rest of them be postponed."

The enlargement of the Interstate Commerce Commission to nine members would expendit the heaving of any was adjeurned until to-morrow morn-

Commerce Commission to nine mem-bers would expedite the hearing of any petition by the roads for increased future what the whole commission decides now. President Wilson believes able time to get an agreement from the that this step will give the roads some assurance of a speedy determination of their case after his commission, to be appointed under his proposed settlement plan, has studied the matter preserve the status of the situation.

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Informal Demonstrations Each Day You may exchange the instrument from which you are not receiving the pleasure and educational requirements that the present age demands for one of these re-

RAILROAD STRIKE NOT EXPECTED BY GOMPERS

"I am very much pleased with the outlook in the steam railroad discussion now going

stration would necessarily involve."-Samuel Gompers in an interview yesterday.

decided to-day that, whatever action the roads might decide upon, there would be unanimity. All will stand or fall to-gether. As The Tribune stated this morning, some of the presidents would prefer an acceptance of the Wilson plan, but this feeling will be gone when the executives finally declare their stand.

cision is still several days off. The Tribune correspondent asked President L. F. Loree of the Delaware & Hudson sult in the opinion of observers here, it statement says:

he thought the conferences would Mr. Loree said:

The railroad heads in Washington that this has now that the President has the whip pression or pr "There seems to be some question of the accuracy of the estimate made by the railways of what it would cost to grant the demands of the train employes, and I make this statement to clarify the public mind on this phase of the matter. There has been no change in our original estimate that to grant the demands would add \$100,000. The delay and the fact that the rail-roads are taking advantage of it to impress the public have aroused the union press the public have aroused the union delegates. Following the uprising in delegate at the public hard their way.

There seems to be some question of the stimate their way.

Which of it is the natural outgrowth of conditions surrounding the conferences here. Given temperatures such that the rail-roads are taking advantage of it to improve the public hard their way.

There are several reasons why the adoption of the men's plan, as indorsed the uprising in the last workers or executives.

Much of it is the natural outgrowth of conditions surrounding the conferences here. Given temperatures such the public has a much higher executives.

There are several reasons why the adoption of the men's plan, as indorsed the uprising in the public has a much higher executives.

The delmands of the train and typical the public has a thing that is noticeable whether they be workers or executives.

Much of it is the natural outgrowth of conditions surrounding the conference here. Given temperatures such the topical the public has a thing that is

es, providing they decide to act the Wilson plan. It would divide commission into three groups, so the unions, said to night that the men

Shot Down at Her Door. The sub-committee of eight railroad presidents who are shaping the policy of the roads toward the President's at her flat, at 116 Madison Street, yesdents who are shaping the policy to record the president's the flat, at 116 Madison Street, yestook measures to-day to quell any terday and was met with a fusillade of the country, as reflected in their revolver shots. She fell wounded the principle of arbitrary among the executives. three times and was taken to Gouverence of opinion among the executives, was thought yesterday that some of neur Hospital. The police are seeking the roads might decide to act individ-ally.

This possibility was quashed. It was

EACH SIDE HOLDS

If Peace Is Patched Up It Will Not Be His Personal Victory.

to the close of their second week, so far ures of the controversy that are not gen-

principles" made arbitration impossible win the present situation, railway men dassert he abandoned his position of mediator and sided with the men.

As a result of his telegram to President Pepe, of the Manufacturers' Association, the President has found himself on the defensive. Instead of being merely an attempt to find a basis for peace between the opposing groups the issue has suddenly become, in the opinion of business organizations all

In Untenable Position. Beside the question whether force alone was to be the sole means of settling industrial disputes in the future, the merits of the present controversy suddenly dwindled. And the President, finding himself in an untenable position, made haste to assure the public that he was for compulsory arbitration in the future, which would make similar situations impossible. Thus it is the question of arbitration, disregarded by the President early in the negotiations, that is the main stumbling block at present to an agree-

of preventing a break, have consented to a trial of the eight-hour day, though, as Mr. Kruttschnitt's statement to right shows, they regard it as a most flagrant hold-up by the unions.

But in return for that the executives have tenaciously held to the contention that the remaining issues must be settled by arbitration, or that in any agreement worked out the principle must be recognized as a means of settling future disputes, and in that largely to their great surprise, they have had the overwhelming support of the public. In fact, one railway official admitted to-day that had they known a similar flag to the surprise of the President and prove acceptable to the members of the four brotherhoods. When the committee members met with their colleagues and the railroad managers to-night they reported that they had made no progress.

Hale Holden, of the Burlington; Robert S. Lovett, of the Union Pacific, and President Willard, of the Baltimore and Ohio, again discussed the situation with the President at the White House for upward of an hour to-night.

Meantine railway executives are becoming more and more bitter over the

DISPUTE COSTS Gives 7 Reasons Against 20 CAR MEN WIN WILSON PRESTIGE Wilson R. R. 8-Hour Plan BACK THEIR JOBS

the train service employes would work just as many hours as they do now, but at a much higher cost to the railroads. Mr. Kruttschnitt's analysis of the Wil-Washington, Aug. 23.—As the strike son plan, which he calls "spurious," exnegotiations at the White House drag plains some of the most important feat-

"It is not true that the railways are holding out against an eight-hour day would be established in railway train been settled, the company agreeing to railways, but on the President himself. Progress toward an agreement has been made, and it is probable that some form of peace will be patched up, but it will not be such as to constitute a great personal victory for Woodrow Wilson, nor to offset the prestige has lost.

The main outstanding feature of the president wilson with that this has reached the point of extract that this has reached the point of extractions to the contrary and the two groups of contestants. Not that this has reached the point of extractions to the contrary and the two groups of contestants. Not that this has reached the point of extractions to the contrary and the two groups of contestants. Not that this has reached the point of extractions to the contrary and the two groups of contestants. Not that this has reached the point of extractions to the contrary and the two groups of contestants. Not that this has reached the point of extractions to the contrary and the train employes would work less. Senting the plan proposed, if any excess mileage were made the extra miles would have to be paid for at the same that this has reached the point of extractions to the contrary and the train employes would work less. Senting the train employes would work less. Genuine pay for counterfeit day.

"Fifth In the existing as well as mileage were made the extra miles would have to be paid for at the same would have to be paid for a the same would have to be paid for much less and any warrence at plan which would result in train service. What they would say in train service a plan which would result in train service a plan which would result in train service a plan which would result in train service and plan the would say in train service and plan which would result in train service and plan the service a plan which would result in train service and plan the service and plan the same would say ware than any average of eight hours work. No train employe would work less. Some train and the plan proposed in the same would work less. The plan proposed is th present situation is the growing unpopularity of President Wilson with the two groups of contestants. Not that this has reached the point of expression or pronounced discontent, but pression or pronounced discontent, but the pression of pression of pression of the pression of pression of the pression of

as much as eight hours for a day's have to pay the bill. There can be no social or economical justification for would have to pay a day's wage in a fixing a basis of wages which would large proportion of cases in which they would not get eight hours' work for a day's wage. All who ran 100 miles or less than eight hours would get a day's pay or more for less than eight hours' work. The more in less than eight hours would get a day's pay or more for less than eight hours' work.

"Thousands of trainmen new work asking for an enormous increase in less than eight hours a day. Practically all passenger trainmen make their

WILSON'S STAND

Conference of Maher and Union Committee An-

"Fourth—In brief, the plan of the men contemplates that all men who now work more than eight hours a day shall receive a day's pay for the first eight and overtime for all additional hours, but that none of those who now work less than eight hours should be required to give the companies any additional service. It is easy to foreman's union met yesterday afternoon

reinstatement.
Fitzgerald has hopes that several others may be reinstated as a result of this afternoon's session, while some

on Tuesday, the meeting was a love feast. Fitzgerald declared the confer-ence entirely satisfactory. "It proved beyond a doubt," said he, "that the Third Avenue Railroad is

acting in entire good faith and that the late unpleasantness could have the late unpleasantness could have been avoided had it been possible for us and the representatives of the company to get together with all the cards on top of the table."

Much of it is the natural outgrowth of conditions surrounding the conferences here. Given temperatures such as Washington has experienced during the last week and with groups of men who have been strained in deadlock for weeks suddenly reduced to allow the more and patience have been tried. Since the first temper and patience have been tried.

Belleve Wilson Partial.

But President Wilson's unpopularity is believed to have a deeper reason still. And this is that, beginning the new length to the neglectations as a mediator in a frank desire merely to find a basis of settlement without taking sides in the the unions as a mediator in a frank desire merely to find a basis of settlement without taking sides in the the unions and many the settlement of the president will see the unions and necessary to the tries of the on Tuesday. It is understood General Manager Frank Hedley is willing to reinstate several of the men without further discussion and to reengage some of the others without conceding their discharges were unjustified, leaving the number that may have to be arbitrated small.

It is planned to have the demands of the men on the Interborough formally ratified to-night. Their demands, it is understood, place greater emphasis on the needs of the more poorly paid employes and on the hours they must work than on the needs of the more plant of the plant of the more plant of the more plant of the more plant of

with Edward McMorrow, Fitz gerald and other leaders now in New York. The Brooklyn situation is de-veloping satisfactorily, the labor men say, despite the efforts of a small army of private detectives and company in-spectors to block the work of organi-

JOINT BLACKLIST NOTE NOW ASKED

Latin Americans Urge U.S. to Head Protest to

the United States to head a Pan-American protest to the Entente Allies on the blacklist were made recently at the blacklist were made recently at the state Department by Latin-American countries. While no results have yet been obtained in getting the United States to abandon its traditional policy of acting independently of other powors. Harlem for two hours yesterday was the next few weeks.

The following day, according to the United States to head a Pan-American been obtained as Fire Encircles 5,000,000 Feet of Vapor.

The following day, according to the linear states would be an offered cathering at the very least for a sharp reprimary from the State Department, if not the recall of the ambassador.

HAIR CUT! HAIR CUT! GET A HAIR CUT NOW Warning Sounded by Barbers as he is said to have dropped would be foreign to a person credited with the cream of the recall of the ambassador.

Warning Sounded by Barbers as he is said to have dropped would be foreign to a person credited with the cream of the recall of the ambassador.

Warning Sounded by Barbers as he is said to have dropped would be foreign to a person credited with the cream of the recall of the ambassador.

While I was the very least for a sharp repriment by the might be once at the very least for a sharp repriment the very leas

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MONTH OF LIFE

mit whatever affidavits they have to Mr. Knickerbocker on September 13 and that the state's return affidavits be that the state's return affidavits be served on the defence ten days later.

In the new Stielow affidavits two newspaper men, a reporter and a photographer, on the staff of "The Buffalo Times," tell a having heard King make his second cafession to the double murder in the second cafession to the double survive the test of the way with the second cafession to the double survive the test of the way with the second cafes and the second cafes in the second cafes in the second cafes in the second cafes in the second cafes and the second cafe in the second cafe in

PENFIELD SEES **NEW PEACE MOVE**

Quoted in Vienna as Predicting Pause Soon.

of territory.

Mr. Penfield is declared to have add-Auburn Prisoner Concerned.

Clarence O'Connell, now in Auburn prison for another crime, and alleged by the lawyers representing Stielow to have been King's accomplice in the murders at West Shelby, is the subject of several of the depositions.

Charles Lasky and his wife, in whose home at West Barre O'Connell lived in March, 1915, make the sworn statement that O'Connell drove away from the house on the afternoon of Sunday. March 21, headed toward Medina, and did not return until some time after midnight.

O'Connell, the Lasky and the same after midnight.

stating his conviction that Austria would lose no territory after the war was expressed in official circles here te-

midnight.

O'Connell, the Laskys assert, was in his light, spring buggy—the vehicle described in King's confession. King it will be remembered, says he was joined in Medina by O'Connell the evening of March 21, 1915, and that the two drove to Phelps's home in O'Connell's rig.

In other affidavits the Laskys recall that O'Connell them at the break fast table the following morning that fast table the following morning that

The first first particular partic production pianos, with a small first payment. Piano Salon, First Alley, New Bldg. JOHN WANAMAKER Broadway at Ninth, New York

son plan, he points out, would be that tendered. "Fourth-In brief, the plan of the

as they have been productive of any result in the opinion of observers here, it has been not on the points in controversy between the brotherhoods and the railways, but on the President himself. Progress toward an ageeement has been made, and it is probable that some form of peace will be patched up, but it will not be such as to constitute a great personal victory for Woodrow Wilson, nor to offset the prestige has lost.

erally understood by the public. His statement says:

"It is not true that the railways are holding out against an eight-hour day in train service. What they would say in train service nobody can now say, but, all assertions to the centrary notwithstanding, the train employes have not demanded a day requiring

CALLED UNFAIR Railway Executives Bitter in Attacking President's

Washington, Aug 23 .- The executives' committee of eight struggled to-day to day to a plan which would meet the stumbling block at present to an agree-ment. The roads, under the pressure devise a plan which would meet the of preventing a break, have consented ideas of the President and prove ac-

Peace Plan.

"The President has probably gone beyond the action of society. The most that can be said for his premise is that he assumes it upon his conception of what society wishes or may do. He may forecast correctly, but at best it is a prophecy. Upon this, backed by the prestige of his great office, he has declared that the main question in controversy is not arbitrable, and has publicly gone to the country on the issue, and has told the railroad managers that the responsibility for a strike on this question will rest not upon him, but upon them."

Great Britain.

other Love Feast.

o discuss the cases of thirty-five men discharged since the recent strike.

cases wil! be arbitrated.

As was the case when the car men's representatives and the managers of the New York Railways Company met

rig.
In other affidavits the Laskys recall that O'Connell told them at the breakfast table the following morning that Phelps and his housekeeper had been murdered at West Shelby the night be-

make it more probable that the roads Julius Kruttschnitt Asserts President's Scheme Would Third Avenue Line Agrees would get the increase they might ask to Reinstate Many Dison in Washington. Not Establish Satisfactory Wage Basis-Means President Losing Popular-Roads' Delay Discussed. "The situation is developcharged After Strike. ing satisfactorily, if slowly, ity as Strike Negotia-Only More Pay for Overtime. and I am confident the men tions Drag On. CH SIDE HOLDS HE FAVORS OTHER Peace Is Patched Up It Will Not Be His Per IFrom The Tribuna Bureau 1 Washington, Aug. 23.—Seven reasons why President Wilson's settlement plan would not establish an eight-hour men in freight service regularly, and many others frequently, make their runs in less than eight hours. Under the proposed arrangement all these men would continue to work less than eight hours for a day's wage. The companies would pay genuine money for a counterfeit day, known to be such when tendered. will get their demands with-15 OTHER CASES MAY out the country being put to BE SETTLED TO-DAY the inconvenience a demon-Formerly to \$75—